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# Hongkong Daily Press.

ESTABLISHED 1857

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## The Daily Press.

HONGKONG, DECEMBER 2ND, 1910.

THE claim commonly made by Japanese that the history of their country dates back 2,500 years, during which time there has only been one reigning house in Japan, has been widely accepted as an astonishing fact by the general public in Europe and America, in spite of the protests of the experts and others who have made a study of Japanese history. In one sense it is astonishing. For surely surprise must be felt that, if Japan for this long period was under a wise and beneficent rule, the progress in material and moral civilisation was not much greater than was actually the case. As a matter of fact, however, in regard to historical research, Japan has now only reached the point where Europe was some two or three hundred years ago, when it was customary to magnify the national glory by tracing the descent of kings from mythical personages. There is as much warrant to believe in JIMMU TENNO as there is to believe in the existence of King ARTHUR. The oldest extant records in Japan are the *Kojiki* and *Nihongi*, which appear to have been written early in the eighth century for the purpose of showing the divine descent of the Imperial House—at least such is the most rational explanation of the long genealogies of which they mostly consist. Researches into the contemporaneous records of China

show that absolutely no reliance can be placed on the dates in these narratives. Indeed, the records themselves testify to the difficulties experienced by the compilers, for in order to fill in the period successfully, recourse was had to extending the ages of the earlier Emperors, no less than thirteen of whom are credited with having lived over a hundred years, one reaching the age of 143. Dismissing these earlier Emperors as fictitious, we are brought down to the year 400 A.D., about the time of the termination of the Roman occupation of Britain. But even the events recorded after this date are to be accepted with a good deal of caution, since numerous inaccuracies occur in the records, which also contradict each other. The Imperial House was then only one of many families struggling to obtain power, and it was in aid of the Imperial House that the ancient records were compiled. Practically, therefore, firm ground in Japanese history is only reached by the middle of the seventh century, corresponding to the rise and final supremacy of Wessex among the Saxon kingdoms in Britain. YAMATO, indeed, was the West of Japan, and exercised a kind of control over the other kingdoms. A further similitude may be found in the position of the Ainu, who were driven to the more inaccessible parts of the country as the Britons and Picts were in Britain. As to when the Japanese came to the country or by what route they came but little can be said with any certainty. There is every probability, that, as in the case of the Saxon conquest of Britain, the settlements were not all made at one time. Indeed, there is more or less proof that the Izumo kingdom on the north-west was founded separately from the others. Inasmuch as the contest with the Ainu was brought to a close in the ninth century, there is reason to believe that the first Japanese settlements were formed at a much later date than is generally believed. Chinese records point to some tribes being settled in the country at the beginning of the Christian era, while there is a tradition that some Chinese established a kingdom in Japan 200 B.C. The Saxon conquest of Britain was accomplished in a very short space of time, partly because the invaders were of a more civilised type and partly because the Britons had been enervated by Roman rule. On the other hand, the first settlers in Japan appear to have reached only a small degree of social organisation, thus placing them more on a level with the Ainu whom they dispossessed. From this point, however, British and Japanese history begins to diverge. The struggle for power, which continued practically up to the establishment of the TOKUGAWA Shogunate, was an internal struggle which inevitably resulted in the progress of the country being retarded. There was no outside enemy to bring about a solidarity of the Japanese clan. The only occasion of this sort was that when KUSHA KHAN sent a fleet to capture the country, and even then it would appear that the defence was not unanimous. Another significant fact in Japanese history is that the Imperial House very rarely produced sovereigns of commanding ability; too often the power lay in the hands of others, the Emperors being mere pawns to be played with by the statesmen—to be deposed, banished, even assassinated. As polygamy was practised there was never any lack of heirs to the throne; too many, in fact, as the numerous succession wars show, and this may serve to place the "unbroken descent" in a somewhat less astonishing light. But in view of the present feeling towards the Imperial House some astonishment must be felt at the treatment accorded the Emperors in the past. As an instance of how quickly the Emperors were used up, it may be noted that from 1069 to 1542 there were 24 Emperors, during which period England had 17 Kings. The average reign of a Japanese monarch was 14 years; when he either abdicated or was deposed. The fact that attempts to usurp the Imperial throne were very few is to be accounted for by the fact that the position was not one to be coveted. In addition to the irksome ceremonial which surrounded the Throne, there was the fact, that the real power of the country lay outside the Throne. The practice of polygamy, moreover, always provided means for gaining complete influence over the Throne. A statesman had but to marry his daughter to the Emperor to be able to place his grandson on the Throne and rule through him. So low did the Imperial power sink at one time that it is recorded one Emperor added to his income by copying in the august handwriting such compositions as any of his subjects desired. "The sovereign lived chiefly," one writer records "on money gained by selling his autographs." The famines and accompany-

ing pestilences which visited the country from time to time are eloquent testimony to the devastation caused by the perpetual wars between the rival clans, wars which would have undoubtedly continued to modern times had not the TOKUGAWA form of government placed so many safeguards in the way of a renewal of the struggle. But although peace was maintained, it was maintained rather as an armistice than a truce, and the decay of the TOKUGAWA régime would undoubtedly have resulted in a renewal of civil war, had not the menace of foreign relations served to bring about the solidarity of the country. The chief moral to be drawn from Japanese history is that Japan suffered by her isolation, by the lack of contact with nations superior to herself in civilisation and social organisation. She had no enemies to threaten her from a neighbouring continent and to make her put her house in order, and the results of this isolation are visible to some extent to this day.

Dr. W. M. Kosh, who has been Home on twelve months' leave, returned to the Colony yesterday by the German mail steamer.

The ship belonging to the British Squadron in the harbour dressed ship yesterday in honour of the birthday of Queen Alexandra.

A Chinese seaman, who was found selling prepared opium, was at the Magistracy yesterday fined \$500 or three months' hard labour.

The Straits Government has postponed the Income Tax Bill for two months in order to allow fuller consideration of the scheme.

The *Prinz Ludwig* brought six officers and 88 men to Hongkong en route to the South Seas as relief for men on the German cruiser *Cormoran* and the gunboat *Planet*.

A burglary was committed at 15, Stanley Street on Wednesday, when a Chinese merchant was robbed of gold ornaments and a considerable quantity of valuables worth \$3,000.

For snatching \$20 from an Indian in Queen's Road Central on Wednesday a Chinese was at the Magistracy yesterday sentenced to three months' imprisonment and four hours in the stocks.

The passengers on board the *Prinz Ludwig* state that the Crown Prince and Princess of Germany made themselves most popular on board the ship with the passengers of every nationality.

A typhoon warning was received by the American Consulate-General, Hongkong, from the Manila Observatory at 9.50 a.m. yesterday that a cyclone or typhoon was E. of the Pelew Islands moving W.

Mr. Cheong, the well-known photographer, sends us specimens of a series of eleven photographs taken at the execution of two desperadoes at Canton. Several foreigners are standing in the front line of spectators.

H.M.S. *Newcastle* is to remain as Senior Naval Officer's ship at Singapore until the arrival of the Admiral from the North some four weeks hence. The *Newcastle* will return to the North in company with the flagship, early next year.

Mrs. Osterbridge, of 1, Knutsford Terrace, Kowloon, reports to the police that someone broke into her house on the night of the 30th ult. or morning of the 1st, by breaking a pane of glass in the door and opening it from the inside. Japanese vases, silver vases, brass finger bowls and other things were stolen to the value of \$109.

Mr. J. Smith Mitchell, a passenger by the German steamer *Prinzess Alice*, reported to the police at Singapore that a gold watch and chain, valued at \$15, had been stolen from his cabin after the arrival of the steamer in Singapore. A rapid search of the pawnshops in the town resulted in the recovery of the valuables and the subsequent arrest of the Chinaman who is alleged to have pawned them.

## THE SITUATION AT MACAO.

GOVERNOR'S RESIGNATION ACCEPTED—CHIEF JUSTICE ADMINISTRATOR.

On Wednesday a *Boletim Oficial* was issued notifying the receipt of a telegram from the Minister of Marine dated November 29th that the resignation of the Governor had been accepted, and Dr. Marques Vidal, the Chief Justice, appointed to administer the Government pro tem. Dr. Marques handed over the Government to Dr. Vidal at 11 a.m. on Wednesday.

It is reported that Dr. Vidal has telegraphed to Lisbon asking to be relieved of the post at the earliest possible moment.

Another official notification published on Wednesday was that commencing on January 1st the exchange rate of the dollar would be 450 reis, which is about the current market rate. Payments are at present being made, however, on the basis of 550 reis to the dollar. The troops are paid in reis, and the unjust exchange was one of their grievances.

## THE STRANDING OF THE "BEDFORD."

A London telegram to the Indian papers states:—Lieut. Albert B. Dixie, Navigating Lieutenant of H.M.S. *Bedford*, has been dismissed his ship and severely reprimanded for suffering the vessel to be stranded by default. He was acquitted of the charge of negligence.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[NEUTRAN'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## LISBON AND THE MACAO REVOLT.

LONDON, December 1st.

A telegram from Lisbon states in connection with the Macao revolt that the Governor of Macao is suspected of favouring the religious congregations, and has in consequence been replaced by Judge Vidal.

## LORD ROSEBERRY ON THE NEW LIBERALISM.

LONDON, December 1st.

Lord Rosebery, speaking at a great meeting in Manchester, said the New Liberalism was harassing and clumping the country and encroaching on the personal liberties of the subject, imposing an inquisition to which our ancestors would never have submitted. "We are marching through a fog," said his Lordship, "to the dismemberment of the United Kingdom." He confidently looked to the nation to give a common-sense answer to such a request.

## TO PREVENT RAILWAY STRIKES IN FRANCE.

LONDON, December 1st.

A Paris dispatch states that Bills for the repression of railway strikes have been drafted which penalise acts of sabotage with terms of imprisonment ranging from one month to five years, and fines, ranging from £2 to £50 sterling. Strikers are made liable to imprisonment for terms ranging from one-half to two years.

The Bill also provides for the establishment of Conciliation Committees and an Arbitration Tribunal.

## GIFT TO KAISER.

A YACHT BY PUBLIC SUBSCRIPTION.

It is reported in naval circles that a project is under way to raise a great national subscription to present the Kaiser with a magnificent new private yacht in June, 1913, on the occasion of the "silver jubilee" of his reign. The promoters of the scheme point out that the *Hohenoller*, which was launched in 1892, is not only out of date, but belongs to the Imperial Navy, and is therefore not exclusively at the Kaiser's disposal. It is desired to provide his Majesty with a yacht "as complete and beautiful as the *Victoria* and *Albert* or the *Czar's Standard*." The originators of the proposal believe that the money to build the yacht can easily be raised by popular subscription. Small contributions from "plain people" are to be specially welcomed.

## STRAITS PLANTATIONS.

The report states that the net profit for the year amounted to \$2,896, out of which the directors recommended the payment of a dividend of 6 per cent on the ordinary shares, leaving \$2,536 to be carried forward. During the year the directors issued 5,000 ordinary shares at 5s. premium, and out of the proceeds of the issue redeemed the first mortgage debentures. The planted area has not been added to, the efforts of the management having been directed towards the efficient cultivation of both old and new clearings, and the collection and drying of the increasing crop. The latest available figures show 21,180 trees in bearing, as compared with 15,905 at about the same date in 1909. The total number of trees harvested during the past year was 1,409,331, against an estimate of 830,000. There were 378 tons of copra manufactured at a cost of 26 per ton, which realized an average net price of £20 3s. per ton in London. The crop of rubber was 1,021 lb., which sold at an average net price of 5s. 11d. per lb. in London. The manager's estimate of the crop of nuts for the year 1910-11 is 1,800,000. The unutilized portion of the estate embraces approximately 2,700 acres, through which a Government road connecting Bagan Datoh with Teluk Anson is approaching completion, and the land, resembling that already planted, is considered as highly suitable for the cultivation of coconuts. To meet the conditions of the Government grants, under which the land is held by the company, the directors have instructed the manager to fall and plant with coconuts 540 acres during the current year, and they consider that it will undoubtedly be of advantage to the company gradually to open up the remainder of the estate. To carry out this programme the labour force must be added to and further capital will be required. A circular issued by the company accordingly states that an extraordinary general meeting will be held at the London Chamber of Commerce immediately to follow the ordinary general meeting on November 15, for the purpose of considering and, if thought fit, passing a resolution to authorize the increase of the capital from £500,000 to £1,000,000 by the creation of 50,000 additional shares of £1 each, to rank as to 20,000 *pari passu* with the existing ordinary shares, and as to 30,000 *pari passu* with the existing deferred shares of the company.

## FAILING TO REGISTER.

## PROSECUTION UNDER THE COMPANIES' ORDINANCE.

The case was continued at the Magistracy yesterday before Mr. E. R. Hallifax in which Tam Tye Kong, general manager of the Hip On Insurance Company, was summoned by Mr. G. H. Wakoham, Registrar of Companies, for doing business in the Colony on behalf of the Wah On Insurance Company without having registered and made a deposit required by the Life Insurance Ordinance. Mr. H. L. Dounys presented, and Mr. Otto Kong Sing defended. Mr. Otto Kong Sing said it was contended that the defendant was not an agent within the meaning of the section in the Ordinance. He only held the position of canvasser.

Defendant said he was the late manager and now liquidator of the Hip On Fire and Marine Insurance Company. He was also a canvasser for the Wah On Life Insurance Company of Shanghai, receiving his appointment from the agency at Canton and not from the head office. He had not, at any time during his appointment, had any communication with the head office. The application forms and receipts were sent him from Canton. He had to sign the application form as a witness, but the receipts were chopped at Canton. He had no chop to use for the Company or the agency, and he kept no books. Neither the agency nor Company paid any rent for the office, and he did not pay any on their behalf. The Company had no office here. He had no authority to accept visits or settle claims. All he had to do was to sign the application form as a witness and give an interim receipt if he received money. The interim receipt was to be held until the receipt came from Shanghai. He received no salary, only the first premium. Defendant explained the insertion of the advertisement in the *Shing Po* by stating that it had been forwarded to him from the agency, who asked the notices to be advertised in the "one best paper." Accordingly he had the advertisement inserted, paying for it, and afterwards recovered the money from Canton. Defendant stated the words following his name in the advertisement meant broker. He gave them no authority to add his name to the advertisement. Referring to his visit to the Registry, he explained that on that occasion he told the clerk he was only a canvasser for the Wah On and had nothing to do with the head office. The clerk told him in these circumstances that it was not necessary for him to deposit a security. As far as he could remember only six or seven policies, all for children and involving very small amounts, had passed through his hands. He had been over fifty years in the Colony and that was his first visit to the Court as defendant.

## Cross-examined.

You have been a witness in the Supreme Court?—Yes, but I said at this Court. And the Chief Justice characterised your evidence as absolutely untrue and said you were reading your answers from your fan?—Yes, because I had a bad memory. Have you carefully studied the Life Insurance Ordinance?—Yes. It was brought to your notice by this letter from Alim Khan?—Yes. And did you not then look at the Ordinance?—No. I thought I had nothing to do with it as I was only a canvasser. You did not read the Ordinance nor did you take legal opinion?—No. You as manager of the Hip On had solicitors?—Yes. When you received the advertisement I presume you read it?—Yes. The advertisement stated that the Wah On had been registered in Hongkong?—I was requested to have that advertisement put in the paper, and I was only carrying out instructions. Is it customary when you have a broker to have an assistant broker?—Yes. Can you tell me if any other company where a similar sort of advertisement has been inserted?—I cannot. I paid no attention to it. Although you read the advertisement you did not take any trouble to understand it?—I understood it. If you understood it you understood that it said that the Company had been registered by the Government of Hongkong?—It is stated by the agent, not by me. You understood your name was at the bottom as *Kingkie*?—Yes. You understood that the statement was made in the advertisement that the Company was registered in Hongkong?—Yes, but I have no knowledge of that. You did not care whether it was true or not? You were willing to put the advertisement in?—I was a user the impression that so long as my name was put down as *Kingkie* I was not responsible. His Worship—You can answer the question. It is perfectly clear. Did you care whether the statement was true or not? Defendant—I received a letter asking me to insert the advertisement, and I did so. His Worship—The question is quite simple. You have said you have read the advertisement and understood it and saw the words that the Company was registered in Hongkong. Did you take any interest in the truth or falsity of that particular statement? Defendant—I could not say, because I was under instructions from the agency in Canton. I thought the Company was responsible. His Worship—I will put it—I took no interest in the truth or falsity of the statement because I considered myself covered by the title *Kingkie*. Is that what you mean? Defendant—Yes. His Worship reserved his decision till Monday.

## LOCAL SPORT.

FOOTBALL.  
The R.A.M.C. play the A.S.C. a friendly match at Happy Valley this afternoon, kick-off at 4.15.  
The League analysis now reads:

	Buffa	H.K.F.C.	Kowloon	R.E.	R.G.A.	Yorks
Buffa	—	4-0	3-0	1-1	5-1	2-0
R.G.A.	1-5	1-0	2-0	—	—	—
R.E.	1-1	5-1	4-1	—	2-2	0-3
Naval Yard	0-2	—	3-0	3-0	0-1	—
H.K.F.C.	0-5	—	1-0	1-5	0-1	—
Kowloon	0-3	1-1	—	1-4	—	0-3
	0-2	—	—	—	—	—

## CRICKET.

The cricket League analysis now reads:

	Remnants	H.K.C.C.	Kowloon	Craigie Gowder	R.E.	R.G.A.	Yorks
Remnants	—	—	—	—	—	—	—
H.K.C.C.	—	—	—	—	—	—	—
Kowloon	—	—	—	—	—	—	—
Craigie Gowder	—	—	—	—	—	—	—
R.E.	—	—	—	—	—	—	—
Police	—	—	—	—	—	—	—
Civil Service	—	—	—	—	—	—	—
R.G.A.	—	—	—	—	—	—	—
Yorks	—	—	—	—	—	—	—

## RIFLE SHOOTING.

On Saturday afternoon and Sunday morning next, members of the Volunteer Reserve will commence their first musketry course. The instructional practices (provisionary) will be held over the 100, 200, 300 and 500 yards distances. King's Park Range. Shooting will commence on Saturday at 2.30 p.m. and on Sunday at 9 a.m. No doubt a good number of reserves will avail themselves of the opportunity of completing the preliminary section, as this must be fired before the qualifying section can be entered upon.

## ARRIVAL OF THE YORKSHIRES.

Yesterday afternoon the troopship *Hardinge* reached here from the Cape via Mauritius with the R.O.Y.L.I. on board. Preparations for the disembarking of the regiment were immediately commenced, and the Buffs vacated barracks for Stonecutters, where they remain under canvas till Monday, on which day they embark for Singapore, where they relieve the Middlesex. The Buffs have created an excellent impression during their two years' stay in the Colony, and some public form of farewell would doubtless be appreciated by the community and by the regiment.

## PRESENTATION TO MR. A. F. CHURCHILL.

At a largely attended "At Home" at the Pumping Station, Pickering's Road, yesterday afternoon, Mr. A. F. Churchill, who is leaving on the 26th instant to take up his new duties as Assistant Director, Public Works Department, Hongkong, was the recipient of an address and group photograph from the employees of the Drainage Works. The address expressed keen regret at the loss to the Department of an able and sympathetic officer, who had won the hearts of all those serving under him. Mr. Churchill returned thanks suitably, expressing his own regret to sever his connection with the Department and to leave Cayton.—*Cayton Times*, November 13th.

## AN INTERVIEW WITH MR. PUTNAM WEALE.

THE SITUATION IN THE FAR EAST.  
Writing under date of October 20th, the New York correspondent of the *San Francisco Chronicle* says:—  
Bertram L. Simpson, who under the pen name of Putnam Weale, is known as an international authority on Chinese politics, discussed the present relations between China and Japan in an interview given out here yesterday following his return from a series of conferences in Europe.  
He says: "The annexation of Korea by Japan is the most significant fact in international politics in the Far East in a century. The Japanese are reaching for all of China. If Southern Manchuria goes the way of Korea the fate of Peking is sealed, for then Japan will be only a house by rail from the Chinese capital, and will be able, if not to annex the country, at least to dominate completely its external and internal policy."  
"Japanese believe this is a period in their history similar to the eighteenth century in England's history, when Britain founded her empire. They believe that if all opportunities are taken advantage of, Japan will found a vast empire than England's."  
"The United States has a vital interest in these matters. Current opinion in the Far East is pessimistic about the security of America in the Philippines. The work which has been going on there since 1898 has been excellent, but it is evident that the Pacific is too vast an ocean to be controlled from such distant points as San Francisco or Honolulu, and that it would be child's play for a powerful enemy to occupy the islands, leaving an entrenched city such as Manila merely isolated."  
"Japan will never attempt anything against the United States unless she is prepared in every particular. The Japanese recent war in Eastern Asia. That she actually covets the Philippines is doubtful. Her first aim is to establish her leadership in China. She knows if she can do this, the game is won and every thing is a matter of mere detail."

## WEATHER REPORT.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood: to strong; some rain, cool.  
Fornosa Channel: NE winds, strong.  
South coast of China between: Same as No. 1.  
Hongkong and Lamoeka: Same as No. 1.  
South coast of China between: Same as No. 1.  
Hongkong and Hainan: Same as No. 1.



## TELEGRAPHIC NEWS

[FROM SOUTHERN PAPERS]

## INDIANS AND CHINESE IN SOUTH AFRICA

London, November 11th.  
 Reuter telegrams from Johannesburg that the Chinese Club last night presented an address to Messrs. R. C. and P. C. in which the Chinese associated themselves with the Indians.

Mr. Ritchie, replying, said that they had not embarked on a war of vengeance or retaliation, but they stood for justice and equity.

Mr. Polak said that if the Union Parliament did not give justice, it would injure not only the Asiatics, but the whole body politic, as on a wrong foundation they could not erect a stable structure.

## RUN ON THE BIRKBECK BANK

London, November 11th.

An anonymous and baseless circular to depositors, suggesting that there was some connection with the Charing Cross Bank which recently suspended payment, caused a run on the Birkbeck Bank to-day. A queue of over a thousand persons waited outside the bank and were paid promptly.

It is officially announced to-night that the Bank of England extended substantial support. London, November 12th.

Despite reassuring statements the run on the Birkbeck bank continues. Many waited all night. Depositors were promptly paid until closing time, when several thousands were still waiting. The financial columns denounce vehemently the author of the circular and lay stress on the sound position of the Bank.

London, November 14th.

The run on the Birkbeck Bank is slowly subsiding. Some people waited all night, but the crowds were smaller and were paid promptly. Many persons are now paying in.

## KING AND THE COLONIES

London, November 12th.

The Times, in a leading article dwells on the idea of the King's visit to the colonies as being perfectly practicable during the autumn recess to the nearer Dominions, including South Africa, without even the appointment of a regency. The Times trusts that the time is not far distant when His Majesty, escorted by a squadron of great cruisers, will sail forth on the first imperial pilgrimage.

## EMPEROR OF INDIA

London, November 11th.

The Times discusses at length the idea of the King visiting India and says that it might be found practicable after the Coronation for the King Emperor to hold a solemn durbar at Delhi. There is no indication now in saying that the proposal that King Edward should attend the durbar of 1903 was seriously discussed, but his illness rendered it impossible.

## ENGLAND AND GERMANY

London, November 12th.

Mr. Haldane, speaking at Warrington, said the relations with Germany had rarely been better. There ought to be no rivalry. There were two great nations to whom a great deal of common sense and industry were open. We had no more right to criticize Germany for organizing her fleet than Germany would have to object if Great Britain overhauled her military and naval armaments.

## SOCIALISM IN SPAIN

London, November 13th.

Reuter telegrams from Madrid that a sensation was caused in the Chamber, yesterday, by the Socialist leader Iglesias declaring that the Socialists joined the Republicans mainly for the purpose of overthrowing the monarchy.

## THE "UNCROWNED KING'S" RETURN TO IRELAND

London, November 13th.

Ireland's demonstration of welcome to Mr. Redmond was without parallel since the return of Parnell from his American tour. When the liner was sighted, last night, bonfires blazed up on the hillsides from Crookhaven to Queenstown. Salutes were fired and rockets sent up.

On landing at Queenstown, Mr. Redmond dwelt on the enthusiasm of his reception in America. He was more than determined to fight to the end.

Addressing crowds of people in Cork and Dublin, Mr. Redmond declared that events had shaped themselves in a way that make the triumph of Home Rule certain. It was no longer a question of whether they would get self-government but exactly how much and by what means.

## KING LEOPOLD'S DAUGHTER MARRIES

London, November 14th.

Prince Victor Napoleon married at Turin, to-day, Princess Clementine of Belgium. A large and princely gathering was present.

## UNIVERSITY DEGREES FOR DISTINGUISHED MEN

London, November 14th.

The Liverpool University, to-day, conferred the degree of Doctor of Laws upon Lord Morley, Lord Rosebery, Lord Cromer, and Mr. John Burns.

Afterwards, at a luncheon, Lord Morley said that there was no time when the firm thinking power of the nation was going to be subjected to a more exacting or a more strenuous test than that now before us.

## LONDON PORT CHARGES ON TEA

London, November 14th.

Sir James Buckingham, Secretary of the Indian Tea Association, has written to the Port of London Authority protesting strongly against the import duty of 2s. 6d. per ton being imposed on tea. He also protests against the heavy burden upon the outport trade of the Port by the imposition of both import and export rates on the tea trade, and urges the Port Authority to take prompt action with a view to exempting tea re-exported from bond.

## THE GERMAN CROWN PRINCE'S TOUR

London, November 15th.

Herr Wegener, the geographer traveller, leaves Berlin to-day for Genoa. He hopes to join the Crown Prince in Genoa, and will then accompany him throughout the tour with a view to collecting material for an official narrative of the journey, which will be published soon after the return to Europe.

## MOROCCO'S INDEMNITY TO SPAIN

London, November 16th.

After prolonged negotiations, Spain and Morocco have concluded an agreement by which the latter will pay an indemnity of £250,000 on account of the Melilla campaign.

The Spaniards will continue to occupy the Rif territory until the money is paid.

## INTER-DOMINION CRICKET

London, November 16th.

Reuter cables from Melbourne that in the match between the South African team and Victoria, South Africa, going in first compiled 169 runs. Victoria replied with 301 runs. In their second attempt South Africa were all out for 236. Victoria then scored the 125 runs necessary to win with the loss of five wickets.

## WRECK AT DOVER

GREAT SAILING SHIP ON THE ROCKS

A gale of extreme violence, accompanied by torrential rain, has prevailed at Dover on the 6th November, and a series of thrilling scenes were witnessed in connection with the stranding of the very large five-masted full-rigged German sailing ship *Preussen* east of Dover. About five o'clock in the evening the vessel, people were alarmed by the firing of maroons summoning "the lifeboatmen and the rocket apparatus" to their stations, whilst the vessel was despatched from the port to the assistance of the ship, which was found to be in a very perilous position under the high cliffs, at a point known as Crab Bay, where there are very dangerous reefs of rock. The gale is blowing from the south-east-west, causing extremely heavy seas to break in at the point where the ship is ashore. The stranded vessel looked a huge thing, with her tall, square-rigged masts, as soon from the cliffs in breaks between the terrific rain squalls, which at times blotted out everything seaward.

The *Preussen* passed Dover, proceeding down Channel earlier in the day, in charge of two tugs. She broke away from these and drove helplessly back up Channel and on to the lee shore. At this point there were four tugs in attendance on the vessel, two of these being from Dover Harbour. Owing to the violence of the gale, however, and the dangerous position in which the ship lies, neither of the tugs were able to get near enough to establish communication with her.

Firing of rockets to assemble the lifeboatmen caused an excited crowd to gather on Dover sea front, people running from all directions to witness the launch, notwithstanding the terrible weather. Although the ship was noticed to be driving ashore, it was thought the tugs would have succeeded in getting her back to her berth before she struck the rocks, and this resulted in the launch of the lifeboats being delayed. But when the dangerous conditions were realised, rocket signals were given at short intervals, the first being fired at 4.50.

## TERRIBLE SEAS

The scene at the launch was an exciting one. The lifeboat *Mary Hester Hoyle*, which is kept stationed on the marine promenade, was quickly surrounded by a crowd of eager helpers. Coxswain Brockman and fifteen or sixteen lifeboatmen were quickly in their places, while many willing hands assisted in placing the boards down the shelving beach foreshore to enable the boat to be launched. It was a weird scene in the darkness, with the beach lined by a thick crowd of spectators, through whom a wide space was left in order that the boat might have a clear way to the water. The firing of the first maroon all was prepared for the launch, but the boat was washed down the ways, plunged over a steep bank of shingle, and went right away into the sea. She was struck by a wave, and it looked at first as if she would be hurled broadside ashore, but the crew managed, by a strenuous effort at their oars, to get her head to sea, and she went away into the darkness under the cheering of the crowd.

A tug-boatman into the bay took the lifeboat in tow, and proceeded in the direction of the big ship.

Meanwhile, the rocket apparatus from St. Margaret's Bay was hurried to the scene. The route from there to Crab Bay is no easier for the conveyance of the rocket apparatus than it is from Dover, but in any case, the road is rugged and difficult. Wild weather continued, the wind blowing with almost hurricane force on the top of the cliffs whilst rain was falling heavily, and the night was exceedingly dark. Rescue work both as far as the attempts from land and sea were concerned, was being carried out under conditions of the most trying character, in fact they could hardly have been worse. The cliffs at the point where the ship is ashore are about 200ft high, and if the St. Margaret's rocket apparatus crew succeeded in getting a line over the vessel, and thus established a connection between ship and shore, it would be hazardous work hauling the crew up the cliffs in the breeches bay with such conditions of weather as are now prevailing. The force and increasing rage was blowing dead on shore at the point where the ship lay and there was little prospect that a line could be got to her from the cliffs. With the rising tide also the ship's position was becoming more critical.

The stranding of this big ship and the rescue work was creating the greatest excitement at Dover.

Much interest is taken in the casualty to the German ship *Preussen*, now ashore between St. Margaret's and Dover, partly because the *Preussen* is believed to be the largest existing sailing ship proper. She is a ship of 5,081 tons, built in 1902, and valued at £200,000. Her owner, Mr. F. Luebs, of Hamburg, enjoys an excellent reputation as a sailing-ship owner. The Standard Oil Company's *Arctico*, of 7,718 tons, is really a barge and is towed across the Atlantic, while the German ship *R. Rickmers*, of 5,548 tons, is fitted with auxiliary steam power. The *Preussen* is laden with a general cargo, presumably including heavy material such as ironwork and cement, and known to cover such different items as shipments of enamelware and umbrellas. Twenty-five per cent. was quoted to cover the risk of absolute total loss.

## STICKING TO THE SHIP

The greatest heroism, observes a London paper, is directed towards an idea in which there seems nothing substantial. A few days ago the papers were telling the story of Captain Walla of the American schooner *Holliswood*. Though his ship lay dismantled and full of water in a raging sea, Captain Walla refused to leave her. The crew, taken off, the captain would not go, and had to be left. No hope was entertained that the *Holliswood* would live through another night. But she did live so long and longer. A British steamer, herself out of her course and overdue, sighted the derelict. On board was the captain, so weak that he could not stand, but still firm in his determination not to leave the ship. Again he had to struggle against the wishes of his crew to take him away with them. At last he did not struggle in vain. To save him they had to toil terribly to tow the *Holliswood*. The British shipper, very naturally in the circumstances, did not want "to tow the schooner and 700,000 feet of lumber for a week." The other's heroism impelled him to make sacrifices. "The old man wouldn't leave her," and "of course" he "wouldn't leave the old man." So the *Holliswood* was brought into Galveston. Captain Walla, undoubtedly by his duty as he conceived it. There seems no relation between such a conception and what we call common sense. It will be a bad day for the world, however, when a sailor's notion of what is fitting is dismissed as absurd. In this case it has saved "700,000 feet of lumber," and shown a noble picture of a man who preferred honour before life, and of another man who in the midst of personal anxiety could find time to save both life and honour for a brother sailor. It is a great story. Two countries have reason to be proud of it.

## THE JAPAN-BRITISH EXHIBITION

The Commissioners of the Japan-British Exhibition were the guests of the Lord Mayor at luncheon at the Mansion House on Saturday, November 5th.

The Lord Mayor was accompanied by the Lady Mayoress and Miss Knill, and among those present were the Japanese Ambassador, the Duke of Norfolk (President of the Exhibition), Lord Desborough (President of the London Chamber of Commerce), Lord Blyth, Mr. Hikojiro Wada, Japanese Commissioner-General, Mr. Imra Kiraiki (British Commissioner-General), Mr. N. Kuraiki (Commissioner), Mr. Albert Kiraiki, Sir James Riddell, Sir C. Wilson, the Archbishop of London, Sir John Pears, Mr. T. Crosby, Mr. J. Sakata (Japanese Consul-General), Sir Walter Wilson, Mr. Enjiro Yamaza (Councillor of the Japanese Embassy), Mr. K. Yoshizawa (First Secretary of the Japanese Embassy), Commander Kato (Naval Attaché), Lieutenant-Colonel Miyasaka (Military Attaché), and Sir W. J. Soulsby.

The Lord Mayor proposed the toast of "The King and the Empire of Japan."

In proposing "The Commission of the Japan-British Exhibition," the Lord Mayor said that it was pleasant to remember that one of his first duties when he became Lord Mayor was to take some share in the arrangements and preparations for the Exhibition. They looked forward at that time with profound interest and cordiality to the prospect of that great scheme in which the two Empires were joining hand-in-hand in showing to the world their respective contributions in arts, manufactures, and other products of national concern. To-day, when the Exhibition had been brought to a successful end, it was very gratifying to him that his last function should take the form of a tribute of gratitude to the Japanese and British Commissioners and of congratulation to them on the brilliant way in which all their programme had been carried out in spite of that first very terrible drawback—the death of King Edward.

Mr. Wada, in acknowledging the toast, said that it had been one of the highest aims of the Exhibition to bring the two nations more closely together in the bonds of friendship, and they were grateful to the Lord Mayor for his assistance in attaining that object. (Hear, hear.)

Mr. Imra Kiraiki, who also responded to the toast, remarked that the commercial results of the Exhibition, both in this country and in Japan, had already been of a most satisfactory character.

The Japanese Ambassador, in proposing the health of the Lord Mayor and Lady Mayoress, said that the hospitality of the Mansion House was proverbial not only in this country but in Japan. The Lord Mayor had shown great kindness to the captain and officers of the *Arctico*, which visited London in July. His kindness and hospitality were appreciated not only by those who were present but also by the Japanese at home. (Hear, hear.)

The Lord Mayor replied to the toast.

## GREAT GIFTS TO SOUTH AFRICA

£500,000 FOR A TEACHING UNIVERSITY

Capetown, Nov. 6th.

The Duke of Connaught yesterday laid the foundation-stone of University Hall.

At the university luncheon which followed, Mr. Malan, the Union Minister of Education, announced that Mr. Cecil Beit had agreed to divert the sum of £200,000, bequeathed by the late Mr. Alfred Beit for the foundation of a university at Johannesburg, to the creation of a great teaching university at Groote Schuur.

It was also announced that Sir Julius Wernher would make up the amount to an aggregate of £500,000.

The Duke of Connaught was received by the council of the University of Good Hope when he arrived at the site of the new University Hall yesterday. He occupied a raised dais surrounded by university dignitaries in their gowns. The women students presented themselves to the Duchess of Connaught and Princess Patricia. The Vice-Chancellor having constituted a congregation the degree of Doctor of Laws was conferred upon the Duke. The council presented an address expressing the hope that the present University would be converted into a teaching university for the whole of South Africa by incorporating existing colleges as constituent colleges and by creating chairs in the subjects for which no single college could be expected to provide.

## THE KING'S INTEREST

In replying to the address the Duke of Connaught said that the King, who was Chancellor of the university, was most interested in the welfare of the institution. At the official dinner given at Government House on Friday night the Duke of Connaught said:

"Her Majesty the Queen has said that it is dark of which South Africa may be proud. She attracted two of the most enterprising and far-sighted races of Northern Europe. They came for temporary landing. They remained to love the land to live and die here.

"We can," he continued, "point to the names of great men identified in the minds of all of you with the spirit which has made this country your own. I will mention only two—the always courageous old Dutch Governor, Van Riebeeck, and Cecil Rhodes, whose great imagination dwelt continually on the development of the splendid country towards the north—namely, Rhodesia."

After referring to the development of the various Colonies, and the necessity for a centralised Government, the Duke said:

"Your statement of all parties and both races came to the conclusion that the evils from which South Africa was suffering could best be removed on the basis of the one sufficient remedy—an organic union with a single Government and a single Parliament. With political wisdom and a spirit of self-sacrifice for a common object and of mutual forbearance on which they cannot be too much congratulated, they elaborated in an astonishingly short time the draft Act of Union, which the Imperial Parliament passed unaltered, and to which it was a great source of very deep and special gratification to his late Majesty to give his assent."—Reuter.

## THOUGHTS ON WOMAN

"I've always noticed a lack of refinement in women that is not to their good nature. It goes with a blousy figure."

"When a woman knows what a lost sheep a man is without her, a woman would not be a woman if she didn't long to seek and save the lost."

"It's very strange a man should be a child to the very end, and always want a woman to tell him what's good for him."

"It is intelligence that a man needs most in a wife—the intelligence that will think more of his comfort than of his culture; the intelligence that will not let the mutton come to the table twice; the intelligence that goes and comes with the entries; the intelligence that leaves the liver wing for the husband."

ANNIE E. HOLDSWORTH

## AMERICA IN THE PHILIPPINES.

III.

## THE FIRST FRUITS OF EDUCATION OF THE NATIVES.

(FROM "THE TIMES" SPECIAL CORRESPONDENT.)

We have dwelt, in two preceding articles, on some of the political and social aspects of the present situation in the Philippines, but so far more than incidental reference has been made to the educational work which is the corner-stone of the structure which the United States is endeavouring to erect. In contrast with the results of that work, it is necessary to notice, first, certain minor collateral effects of the system employed which have had, perhaps, a larger influence on the aggregate achievement of the 12 years of labour than is generally recognized.

In the first place, many of those who came out as teachers, especially in the very early days, were only qualified for their work. It was inevitable that it should be so. The common knowledge of the United States, which once had wide acceptance in the United States, held that any American was by Divine Providence created competent to execute any task which he might undertake. But it was stretching this doctrine to its limits when it was supposed that any man or woman who could pass certain elementary examinations, never having had experience of the world beyond that to be gained in a small way in perhaps Kansas or Indiana, entirely untrained in the ways of men, could, being suddenly transplanted to an unfamiliar environment, become by the light of nature's compass, an instructor of an Oriental people speaking a language of which the teacher was ignorant as he (or she) was of Eastern natures and Eastern ways of thought. Too much praise cannot be given to the pluck with which the majority of 2,400 American men and women who have come to the islands as teachers have struggled against an impossible task. They have faced cheerfully almost unthinkably hardships and real dangers, however often by failing but true and lofty belief in the dignity of their mission. It was not their fault that sometimes they achieved so little, not understanding the causes of their failure, nor even, it may be, that they were failing.

## THE FILIPINO IDEAL AND AMERICAN PRACTICE

What is conceded to be perhaps the best analysis of the Filipino character yet written by any American or European is from the pen of a woman who has for many years been working as a school-teacher in the islands. "The Filipino ideal of education," writes Miss Mary H. Foe ("A Woman's Impressions of the Philippines," 1910), is a social one, an education which fits a man to be a gentleman among his peers. "The Filipino educators are a body of polished gentlemen," she says again, "and these leaders were the models which the Filipino youths wished to pattern themselves. What the youths and their parents asked, can these rough-mannered persons (we speak only of individuals) who come here to make us learn a new and foreign language do to lead us to our ideal? So the pupils went daily to school to be taught things which they unlearned daily at home."

There are these, even among intelligent Americans, who think that too much value is attached to the United States to a purely intellectual education. If we grant all that is claimed by its most enthusiastic champions for the American system as applied to Americans at home, it is still permissible to doubt its fitness for application in toto to an Oriental people. What education the Filipinos were given in the past they received through the medium of the Church, and all instruction was touched with a religious or moral complexion. In one detail, at least, a serious accusation is now brought by many Filipinos and other non-Americans against the American school system.

## THE QUESTION OF SEX.

The Filipinos, of course, boys and girls alike, are early at matrimony, and at least as soon as the marriageable age, the thoughts of the youth of each sex incline to dwell largely on the attractions of the other. Americans say that the Filipinos in the mass are naturally immoral; it need hardly be said that their code of ethics is not our code. Put if the youth of the two sexes be trusted together, there is in pre-American days a system of chaperonage more than Spanish in its rigour which went a long way to assure that they should not so be trusted. There are those who claim that the result of throwing the two sexes together in the schools has been altogether deplorable. It may be that in some generations there will be built up in the Filipino boy and girl an Occidental sense of self-respect and of instinctive purity. But how long is the United States prepared to labour to bring about this result? And when will it?

## WHAT EDUCATION IS DOING.

Having said this, not so much in criticism as in misgiving, and turning to the educational work in the islands as a whole, one is moved to so much admiration by the splendour of the purpose with which the United States has been inspired in her work by the prodigality with which she has given of her best in the endeavour to accomplish her task, by the devotion with which the teachers as a whole, whether in the cities or in remote rural districts, have stood, and are spending themselves for the cause, that one shrinks from confessing any disappointment with the results so far achieved. But it would be idle to pretend that there was not a sense of such disappointment among Americans in general; and that sense is manifesting itself in the present moment in a tendency to modify the plan so far followed, to make the more and more importance to manual training and technical schools. The truth is that the Americans are learning in the Philippines some of the things with which England has become familiar in India and in Egypt; and the experience being now, they are inclined to take it hardly and to say better things.

The object of education in the Philippines is, of course, to make the Filipinos an English-speaking people. Simultaneously their character is to be built up, and they are to be instructed in the beauties of Occidental civilization in general. But "a Filipino ideal of education" is one which fits him to be a gentleman among his peers, and any American will tell you that the first effect of education on a Filipino is to make him consider himself too good to do any work. In Spanish days, when the mass of the people were illiterate, with their shirt-tails outside their pantaloons (if they wore any), and they stood aside for any white man whom they met. To-day the streets not only of the city of Manila, but of all the towns over a large part of the Christian Islands, are thronged with dapper youths, clad in immaculate white, with high collars and faintest neckties, with shoes not unbecomingly of patent leather, and with well-oiled hair which in most of their hairless unoccupied moments, they are combing with the aid of a pocket hand-mirror. These youths do

not stand aside for any white man, and least for any American. In them at least democratic doctrine has borne fruit.

In considering whether it is worth it we must bear in mind that the future of the Philippine Islands, if they are to have any worthy future, depends on the development of their natural resources. The problem is fundamentally an agricultural problem; and the one thing for which the high-collared, patent-leather-shod product of American education has complete contempt is anything in the form of agricultural labour.

## THE FILIPINO CHARACTER.

On the other hand, the Filipino youth, given the chance, develops undeniably aptitude for many crafts. He is commonly a clever draughtsman and mechanic, and makes an admirable chauffeur or driver of an electric tram, showing a steadiness of nerve in critical moments at least equal to that of the white man. The police of the civil Government has been, and is to employ native assistants as far as possible in all departments, and whereas six years ago there were more American employes in the Government service than Filipinos, there are now nearly 2,000 more Filipinos than Americans. In the Bureau of Printing and Engraving the Filipinos do all the work in printing and binding and in the delicate processes of colour-photography and colour-printing; and the work is of a very high standard. In the scientific laboratories they are entrusted with the details of experiments requiring accuracy and technical skill of a high order, and they make scientific drawings, as coloured plates of fishes, insects, and so forth, of undeniable excellence. All authorities agree in saying that while (as from analogy one would expect) they show a lack of originality and initiative, they are extremely quick to learn and to imitate, and so long as the work is congenial need only general guidance to make admirable often hands and clerical assistants.

In most men who possess the tendency to regard education only as a means to qualify for the supposedly luxurious life of a Government employé or member of one of the learned professions. In the Philippines this tendency is accentuated by a widespread actual physical incapacity for hard work which will be referred to later.

## ENGLISH VS. SPANISH.

It is commonly said that, taking the islands as a whole, there is more English spoken in them to-day than there ever was Spanish; and this is undoubtedly true. It must be remembered that "the Filipino" even of the civilized provinces is not one uniform person, but belongs to some 16 different tribes each speaking its own dialect, which is commonly unintelligible to the members of the next tribe. In a genuine sense, then, on the other side of a narrow river, or even in a *barrio*, or village, a few miles away. There was, and is, no common medium of communication, nor did the Spaniards aim to furnish one. To-day in many districts where Spanish was unknown there are a number of school-children who have a smattering of English, and in the new towns founded in school the youths of tribes speaking different dialects now find a means of communication. It is commonly queer English that the children speak, with the Orientalized American intonation, and there does not yet appear anywhere an indication in any considerable class of the people to regard it as a national tongue. Nor has the English which the children take home from school any leavening influence as yet on the daily speech of the home or the village; but its presence remains a curious, perhaps an admirable, accomplishment in the individual, the dialect of which is soon likely to grow difficult as the child becomes merged in the life of the community.

It may be that, as an enthusiastic educational authority is likely to tell the inquiring visitor, "we are just turning the corner." Over 5,000 teachers are now at work who are themselves Filipinos, educated under American methods, and it may well be that the children of the present generation will accept English as something more intimate and less alien from them than they are inclined to do when it comes from the lips of foreigners. The time also is approaching when the children of American taught parents are nearing school age, and progress may only be more rapid in the second generation than it has been in the first.

## THE PRESENT PRODUCT.

That the Filipino, especially when there is an admixture, though slight, of Spanish or other European blood, is capable of developing into an individual of a very high type there is abundant evidence, as in the examples of many of the men now conspicuous in the public life of the islands. These men, however, were not educated under the American régime. The chief, though, as we shall see, not the only, fruit of this influence on the national character is this crowd of dandified and well-dressed youths in the streets of Manila. More hopeful, it may be, for the future is the influence which is showing itself in the women—in the school teachers scattered through the provinces, and the trained nurses—but in them it is a more rather of *sans res. laundria*. As a factor in moulding the national character or destiny the operation can only be gradual. It is these youths who represent the new Filipinism. They are showing real aptitude for politics especially in the tribler and less admirable details of politics as understood in the United States. Most of them dream of being great leaders and leaders of men. Few, probably, would be normal about the means by which they attained their ambition; for by frequent confession of their own leaders they are unstable in political principle and easily corrupted. As one watches them, as one sees the considerations by which they are led, how they are swayed by their leaders and popular heroes; as one reads the utterances of the native Filipino Press, it is impossible to think that there has yet been created any reasonable lump of material out of which even the nucleus of a self-governing people can be moulded.

## AMERICA'S TASK.

It is a maxim familiar to the people of the United States that the cure for too much democracy is more democracy. If one is tempted to discouragement in contemplating the present fruits of American educational work in the Philippines, there appears no other remedy than more education. One cannot but earnestly hope that the principle on which the United States is proceeding will prove to be as wise as it is undoubtedly inspired by high motives; but, wise or unwise, it is not going to be abandoned. In a famous message in the course of the Civil War General Grant declared that he proposed to "fight it out on this line if it takes all summer." But General Grant, it will be remembered, fought always with every ounce of strength that was at his command. In the Philippines to-day, lavish and open-handed though the educational policy has in many respects been, so that in schools scattered throughout the provinces one sees the Filipino peasant child furnished with better school equipment than can be found in many a public seminary for the education of the children of the gentry in the British Isles, there is yet only school accommodation for some

## RING UP



FOR A CASE OF  
 JOHNSTONE'S  
 M.P.  
 WHISKY

EXTRACT FROM "THE LANCET."

"OUR ANALYSIS of this Whisky indicates that the statement made in regard to it is honest, that it is Pure Malt Whisky Distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that it is fully matured. The flavour, while mellow and rich, is 'soft.' This Whisky is well adapted for Special Dietetic Purposes."

## IT PAYS

you to buy this Whisky. Each case contains a coupon, and one who holds the one selected by the Distillers is entitled to a FREE FIRST CLASS PASSAGE HOME.

H. RUTTONJEE & SON,  
 1260] WINE & SPIRIT MERCHANTS.

40 per cent. of the children of school age. The furnishing of the extra facilities is a matter of money only, but it is a matter entirely beyond the resources of the Insular Government. If the money is to be provided, it would have to be provided by the United States, and the estimated sum required is about \$2,000,000 (or \$400,000).

There is already grumbling enough in America at the expense of maintaining the Philippines, an expense which, for political purposes, is often exaggerated. But the time is at hand when the people of the United States will have to consider seriously whether what they are now doing in the islands is not either too much or too little; the former alternative being, from the American point of view, inadmissible, the question of whether the appropriation of \$2,000,000 a year for educational purposes in the Philippines would not, in the long run, be a good investment.

## MAPPIN &amp; WEBB

(1908) LIMITED,

LONDON,

HAVE APPOINTED

CHS. J. GAUPP

&amp; CO.,

WATCH MAKERS.

JEWELLERS &amp;

OPTICIANS.

ALEXANDRA BUILDINGS,



## NOTICE.

Communications regarding Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. of the day of publication. After the closing of the supply is limited. Only supplied for Cash.

P.O. Box 355.  
Telegraphic Address: Press Codes: A.B.C.  
5th Pitt Street.

## NEW ADVERTISEMENTS

## NOTICE OF REMOVAL.

A DAY, Ship, Chandler and Comptroller, formerly at No. 29, King Street, has been removed to No. 23, DES VUEX ROAD CENTRAL, opposite the Old Grill Oyster Room.

Hongkong, 2nd December, 1910. [1342]

## "CAPITAL AND COMMERCE."

MESSEURS, MARTY & Co. have been appointed AGENTS for the above Weekly Journal, which is devoted to the Finance, Commerce, Industry and Engineering of the Far East. Subscriptions, \$18 (Singular Copies) per annum, may be sent to MESSRS. MARTY, who will be happy also to furnish applicants with advertising rates.

Hongkong, 2nd December, 1910. [1343]

## NOTICE.

THE undersigned, CHAN MUI SAN, who for more than forty years was Partner in and Manager of THE SUN SHING Firm of No. 90, Queen's Road, has now retired from all connection with the said Firm and has opened his own House at No. 23, Stanley Street, where he is transacting business in the same lines as formerly.

CHAN MUI SAN.

23, Stanley Street.

Hongkong, 2nd December, 1910. [1344]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIogo  
AND YOKOHAMA.

THE L.G.M. Steamship

"PRINZ LUDWIG."

Captain F. v. Binner, will leave for the above

places TO-DAY, the 2nd inst., at 3 A.M.

For further particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 1st December, 1910. [5]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk in the hazard-

ous and/or extra-hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Ltd., Kowloon, and West Point

Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining

undelivered after the 8th inst. will be subject

to rent.

All broken, chafed, and damaged goods are to

be left in the Godowns, where they will be ex-

amined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th

inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

This Steamer brings Cargo

Ex S.S. "CANARO" from Venice and

Catania.

Ex S.S. "STAMBU" from Smyrna.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 1st December, 1910. [5]

FROM EUROPE.

THE H.A.L. Steamship

"BRASILIA."

Captain Maas, having arrived, Consignees of

Cargo are hereby informed that their goods are

being landed and placed at their risk in the

hazardous and/or extra-hazardous Godowns of

the Hongkong & Kowloon Wharf & Godown

Co., Ltd., whence delivery may be obtained

against Bills of Lading countersigned by the

Undersigned.

Optional Cargo will be carried on unless notice

to the contrary be given TO-DAY.

All Claims must be presented within ten days

of the steamer's arrival here, after which date

they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 7th inst. will be subject

to rent.

All broken, chafed, and damaged goods must

be left in the Godowns, where they will be

examined on the 6th inst., at 3 P.M.

No Fire Insurance will be effected by us in

any case whatever.

This Steamer brings on Cargo:

Ex S.S. "Therese et Marie" from Hongkong.

Ex S.S. "Guadalupe" from Santhal.

Ex S.S. "Sancet" from Setubal.

Ex S.S. "Branla" from Drammen.

Ex S.S. "Branla" from Skien.

Ex S.S. "Dronning Sofia" from Stavanger.

HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 1st December, 1910. [1341]

## NOTICE OF REMOVAL.

THE Undersigned has REMOVED their Office and Showrooms to No. 7, QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCH-ASIATISCHE BANK.

DADY BUROR & Co.,  
General Merchants,  
Insurance Agents,  
Manufacturers' Representatives  
and Commission Agents.

Hongkong, 1st December, 1910. [1336]

TOYS! TOYS! TOYS!!!

JUST OPENED, a Large Assortment of

NICE, BEAUTIFUL TOYS to suit

every whim of a Child. Bring your little ones

with you, and they won't want any more.

Every description Solidified. Prices to suit

every purse. Call quick not to be disappointed.

H. HIFPOOLA & Co., 13 & 15, D'Aguiar St.

Hongkong, 23rd November, 1910. [1311]

## INTIMATIONS

CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

## CHINESE SECTION.

## NOTICE.

THE FIRST SECTION of the above RAILWAY from CANTON (TAI SHA TOW) to SIEN TSUN will be OPENED TO Traffic from the 6th DECEMBER 1910.

## TIME-TABLE.

In force from 5th DECEMBER, 1910.

Until Further Notice.

CANTON (TAI SHA TOW) to SIEN TSUN.

Passenger Trains.

No. 1 No. 3 No. 7

Daily Week days Sun.

Miles STATION

CANTON (Tai Sha Tou) dep. 7.00 12.00 2.00

5.63 SIEN TSUN arr. 7.09 12.09 2.11

7.90 CHU PI arr. 7.23 12.23 2.26

12.53 WU CHUNG arr. 7.28 12.28 2.29

17.09 NAM KONG arr. 7.39 12.39 2.45

21.67 SUN TONG arr. 7.42 12.42 2.48

23.61 TONG MEI arr. 7.53 12.53 2.59

25.54 NOA YEO arr. 7.58 12.58 3.04

29.00 SIEN TSUN arr. 8.10 1.10 3.19

8.15 1.15 3.21

8.18 1.18 3.27

8.23 1.23 3.31

8.28 1.28 3.38

8.31 1.31 3.40

8.40 1.40 3.51

SIEN TSUN TO CANTON (TAI SHA TOW).

Passenger Trains.

No. 2 No. 4 No. 8

Daily Week days Sun.

Miles STATION

SIEN TSUN dep. 9.15 2.15 4.10

3.46 NOA YEO arr. 9.24 2.24 4.21

5.39 TONG MEI arr. 9.28 2.28 4.25

7.33 SUN TONG arr. 9.33 2.33 4.30

11.91 NAM KONG arr. 9.39 2.39 4.35

16.42 WU CHUNG arr. 9.48 2.48 4.43

21.10 CHU PI arr. 10.00 3.00 4.57

25.37 SIEN TSUN arr. 10.06 3.06 5.01

10.17 3.17 5.15

10.21 3.21 5.17

10.32 3.32 5.31

10.38 3.38 5.34

10.49 3.49 5.47

10.53 3.53 5.49

11.02 4.02 6.00

CANTON (Tai Sha Tou)

By Order,

THE ADMINISTRATION.

Canton, 28th November, 1910. [1330]

BAZAAR.

IN Aid of the Poor Chinese Orphans of the

ASILE DE LA SAINTE ENFANCE.

(Under the Distinguished Patronage of Their

Excellencies Sir FREDERICK LUGARD,

K.C.M.G., C.B., D.S.O. and Lady DUGARD.)

The Mother Superior and Sisters have the

honour to announce that their ANNUAL

BAZAAR will be held at the CITY HALL on

THURSDAY, the 8th December, at 2 o'clock

in the afternoon.

They request your presence in order to inspect

the different Needle and Fancy Works made

by their Poor Orphans.

ASILE DE LA SAINTE ENFANCE.

Hongkong, 29th Nov., 1910. [1325]

THE HONGKONG & SOUTH CHINA

STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that

the STATUTORY GENERAL

MEETING of the Company, required to be

held within Four Months after registration will

be held at the Company's Registered Office,

No. 4, Queen's Buildings, Chester Road, Victoria,

Hongkong, on the 12th day of December, 1910,

at Noon.

BRADLEY & Co.,  
General Managers,  
THE HONGKONG & SOUTH CHINA  
STEAM FISHERIES CO., LTD.  
Hongkong, 30th November, 1910. [1329]

LATEST PARIS FASHIONS!

WE Beg to Call the attention of our Lady

Customers to the arrival of an

EUROPEAN COIFFEUR from Paris, who

brings out the latest ideas in PARISIAN

HAIRDRESSING.

THE PARIS TOILET Co., Ltd.,  
13, Queen's Road Central.

Hongkong, 29th November, 1910. [1324]

"WITH DOG AND GUN IN THE

NEW TERRITORY"

BEING the Series of Articles recently

contributed to the "HONGKONG DAILY

Press" by "Sportman," reproduced in book

form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910. [1229]

SUITABLE FOR

XMAS PRESENTS

CANTON SATIN, SILK, EMBROID-

ED, TABLE-COVER, TABLE

CENTRE, SCARVES, CHINESE FLAG

FOR DECORATION AND CUSHION COVER,

SATIN EMBROIDERED CUFFS, &

COLLARS, MANTEL DRAPE BAGS, &

CANTON LINEN EMBROIDERED,

BED SPREADS, TABLE COVER, TABLE

CENTRE, PILLOW CASES, INSERTION,

DRAWN WORK, D'OXLIES, &c., &c.

HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central.  
Hongkong, 24th November, 1910. [1707]

## PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

LOST.

APPLICATION has been made to the

General Managers of this Company to

issue to CHUN YET CHING, of Shanghai, a

Duplicate Certificate of 100 Shares in the

Company, or other Certificate or Certificates in

lieu thereof, upon the statement that the

Original Certificate, No. 700-100 Shares

numbered 25351/25450, and dated 9th February,

1906, has been LOST or DESTROYED; and

Notice is hereby given that if within 30 days

from the date thereof no claim or representation

in respect of such Original Certificate is made

to the General Managers they will then proceed

to deal with such application for a Duplicate.

SHEWAN, TOMES & Co.,  
General Managers.

St. George's Building,  
Hongkong, 16th November, 1910. [1293]

WEI SAN KNITTING COMPANY, LTD.

LOST.

APPLICATION has been made to the

General Managers of this Company to

issue to CHING YUE, of Shanghai, Duplicate

Certificates of 1,000 Shares in the Company, or

other Certificate or Certificates in lieu thereof,

upon the statement that the Original Certificates

No. 19-100 Shares numbered 821/920

" 20-100 " " 1021/1120

" 21-100 " " 121/1220

" 22-100 " " 1221/1320

" 23-100 " " 1321/1420

" 24-100 " " 1421/1520

" 25-100 " " 1521/1620

" 26-100 " " 1621/1720

" 27-100 " " 1721/1820

and dated 2nd March, 1910, have been LOST

or DESTROYED; and Notice is hereby

given that if within 30 days from the Date

hereof no claim or representation in respect of



## AUCTION

G. R.  
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of December, 1910, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the right to quarry Stone on the following Lots of CROWN LAND around Kowloon Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period extending from 1st day of January, 1911, up to and including 31st day of December, 1913.

## PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Contents in Acres.	Upset Annual Crown Rent.
1	Ngau Shi Wan Quarry Lots Nos. 1, 2 and 3.	Ngau Shi Wan.	6.23	2,000
2	Ngau Shi Wan Quarry Lot No. 4.	Do.	6.50	500
3	Ngau Tau Kok Quarry Lots A. 1-5 and 7-24.	Ngau Tau Kok.	19.65	3,100
4	Sai To Wan Quarry Lots B. 1-16.	Sai To Wan.	16.53	1,000
5	Cha Kwo Liang Quarry Lots C. 1-30.	Cha Kwo Liang.	24.56	3,300
6	Lyemun Quarry Lots D. 1-25.	Lyemun.	26.44	3,800
7	Ma Tau Kok Quarry Lot No. 7.	Ma Tau Kok.	6.70	2,500
8	Ma Tau Kok Quarry Lot No. 8.	Do.	4.60	2,000

10 times more nutritious than ordinary Cocoa.  
**PLASMON COCOA**

DELICIOUS. DIGESTIBLE.

The Lancet says: "Plasmon increases the food value enormously."

Plasmon, Plasmon Cocoa, Plasmon Chocolate, Plasmon Biscuits.

Of all Chemists, Grocers and Stores.  
Plasmon, Ltd., London.

Sparkling Mineral  
**Pyeris**

A. S. WATSON & CO. LTD.  
HONGKONG CHINA & MANILA.

**COLEMAN'S WINCARNIS,**  
THE GREATEST TONIC  
IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

**MUSTARD & COMPANY**

Wholesale Distributors for China and Hongkong  
No. 22, Museum Road, Corner of Seehow Road, Shanghai.

AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

**THORNE'S OLD VAT**



**SCOTCH WHISKY.**

SOLE AGENTS IN  
HONGKONG, CHINA & MANILA.  
A. S. WATSON & CO. LTD.

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants,  
Iron and Steel and Retail Ironmongers, Pig  
Storekeepers, and Dry Goods Importers. General  
Hardware and Shipchandlers. Nos. 35 & 37,  
Museum Road, (2nd St. west of Central  
Market). Telephone No. 515.

When  
on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

**Beecham's Pills**

Sold everywhere in boxes, price 6d. (6 pills), 1/3 (12 pills) and 1/6 (18 pills).

THE BIG GUNS OF THE  
DREADNOUGHTS.

It is frequently asserted that nothing of importance can be kept secret in the present day, but if this is true, the story of the Dreadnought must surely be regarded as an exception to the rule. Certainly, public opinion has been concentrated mainly upon the number of ships which have been or are being placed on the stocks, the continuous development in regard to the offensive powers of the vessels has attracted hardly any attention. In regard to guns, the designers of this country have always been in the van; and it should not, therefore, be astonishing to find that the Admiralty, with a progressive and energetic man like Lord Fisher as its chief professional adviser, had determined upon the adoption of more powerful guns, nor that every precaution should have been taken to prevent, as long as possible, this decision from becoming public either in this country or abroad. At all events, the circumstance that since the original Dreadnought was put afloat in 1906 two new types of big guns have been adopted in the Navy and every preparation made for their installation did not become generally known until the change had been carried out and the guns were actually ready for being mounted.

THE TWO 12-INCH GUNS.

The heavy gun placed in the Dreadnought and the ship of the 1906-7 programme was a 12-inch gun with a length of 45 calibres and a muzzle energy of 47,000 foot-ton. There were several reasons for the selection of this gun; but perhaps the most important was that at the time the protection of the battleships in existence, both as regards their vital parts and their armament, made it necessary for successful attack. For the ships of the next two programmes, and in the early ships in the programme of 1909-10, a 12-inch gun of the length of 50 calibres was adopted with a muzzle energy of something over 52,000 foot-ton. It is probable that the adoption of this gun was due at least in part to the knowledge that improvements in ordnance were making progress abroad. Other nations had not taken to our system of wire-wound guns, and it was claimed that if in no other respect the system of built-up guns promised a longer span of active life than those manufactured on the British method. It is held, however, in this country that the wire gun has great advantages in circumferential strength, and lends itself to the system which enables a gun to be repaired with an inner tube over and over again. Much was made at the time of a weakness which displayed itself in the earlier design of the new 12-inch gun, owing, it was said, to the mistake of not continuing the wiring to the muzzle. This mistake was corrected by removing the thick outer tube over the chase, continuing the wiring on to the muzzle, and fitting a thin outer tube over the wire. The change proved entirely successful, and the new gun was acknowledged to be a splendid weapon. With its projectile of 50 lb. it is capable of penetrating over 9 in. of cemented armour at 10,000 yards. This gun has been mounted in the *St. Vincent*, *Collingwood*, and *Vanguard*, completed ships, the *Neptune*, which has just completed her trials; and the *Indefatigable*, *Colossus*, and *Heraclius*, which are to be completed early next year.

THE 13.5-INCH GUN.

That another step forward in the development of the offensive powers of the Dreadnoughts would be taken was indicated when the gun-makers took a head-on view of the "12-inch A," and it was under this designation that the new gun was known until the date of the launch of the *Iron Duke*. It had been generally recognized by experts that so far as the length of the gun was concerned we had probably reached the limit, and this for two reasons. First, because of the great length of the gun, which would be left unprotected outside the turret, and secondly in the interest of longitudinal strength. It was also most desirable to get an increase in the weight of the bursting charge. The objects aimed at could be met by increasing the diameter of the bore, while maintaining the same length of gun as in the 12-inch of fifty calibres. The 13.5-inch gun, with a length of 45 calibres, thus came into existence. The energy was increased, with an increase in striking power at great range, while the same internal pressure and velocity was maintained. The muzzle energy was increased to the extent of 10 per cent, and the weight of the projectile from 50 lb. to 125 lb. Thus it was assured that with the power given by the larger gun, if the shell got through the armour, the result will be enormously more damaging and destructive. No armour at present in use can withstand these guns at six miles range. While also the mounting of the new gun is in every way stronger, it has been possible to effect this without increasing the diameter of the turret. As a result of this triumph of progressive policy for which credit must be given to the Admiralty Board of 1908-9, we have already in hand eight ships, including the two for the Colonies, which will mount this gun, with the five of the year's programme, shortly to be laid down, and completed by the end of March, 1913.

GERMANY'S HEAVY GUNS.

Although it has been often reported that the Germans were about to arm their ships with enormously improved heavy guns, it is a fact that all the vessels of the Dreadnought class yet completed in that country carry no heavier weapon than the 11-inch Krupp of fifty calibres, the armour piercing projectile of which weighs 79 lb. The muzzle energy of this gun is about 42,500 foot-ton, and it is capable of penetrating about 8.5 inches of cemented armour at ten thousand yards. The ships carrying this gun are the *Nassau*, *Westfalen*, *Rheinland*, and *Poern*, battleships, and the *Von der Tann*, armoured cruiser. For the eight ships now in hand, it is understood that a 12-inch gun of fifty calibres has been prepared, a gun with a muzzle energy of 55,000 foot-ton, throwing a projectile of 110 lb. Very little is known about this weapon; but it can hardly show any superiority over the 12-inch of fifty calibres with which some of our ships, as already mentioned, have been armed. The vessels into which this gun is being put are the *Ostfriesland*, a *Helgoland*, *Thuringen*, and *Oldenburg*, battleships, and the *Moltke*, armoured cruiser, all of which are completing afloat, with the *Branta-Hildebrand* and *Branta-Hindall*, battleships, and "B," armoured cruiser, which are still on the stocks.

It is again reported that at Messrs. Krupp's works a 14-inch gun has been designed, and that an experimental piece of this calibre is under trial. It is quite possible that if this rumour has foundation it may in a measure account for the delay which has undoubtedly taken place in beginning the ships of this year's programme. It is more likely, however, that the temporary cessation of German naval activity is of economic origin and due to labour troubles.

In America, it may be noted, the *Arizona* and *Wyandott*, the latest pair of battleships actually building, are to be armed with a 13.5-inch calibre gun, giving to its 85 lb. projectile a muzzle energy of 52,500 foot-ton. This gun marked a great advance on the guns of the earlier American Dreadnoughts, but it is reported to mount in the future vessels a 15-inch gun, with a length of forty-five calibres.

It will throw a 1,400 lb. projectile with a muzzle energy of 65,500 foot-ton. A similar gun is said to have been made at Elswick for mounting in the third Brazilian Dreadnought, the *Rio de Janeiro*, but no confirmation of this report has been made.

There have been other great developments in regard to the offensive power of the newer British Dreadnoughts. We are moving quickly in this direction, and it must be that a still heavier gun is needed. If so, it is quite certain that our designers and manufacturers will be ready to supply it if the professional advisers of the Admiralty are satisfied that it is wanted. If it should be so decided, it may be hoped that reference will be observed on the part of all concerned equal to that which has proved so valuable in regard to the improvements of the past.—The Times.

DESERTED IN THE UNKNOWN.

THRILLING ADVENTURES OF A BRITISH  
EXPLOREUR.

A thrilling story is told in letters from New Guinea, dated July 25, of the journey made by Dr. Erio Marshall, who started off without any European companion from the camp of the British New Guinea expedition at Tipu to discover a route to the Snow Mountains. After a trying trip of nearly three weeks, in which his carriers deserted, Dr. Marshall succeeded in finding his way back to camp, says *Londoner*. The young explorer (who was a member of the Shackleton South Polar expedition) left the camp at Tipu on June 13, accompanied only by three Gurkhas and with twelve carriers, to find a road to the mountains, which were the objective of the expedition.

He turned eastward, and after wading knee-deep for two miles, struck the Watakins, the largest river he had then seen. Shortly afterwards he came on mountains which rose sheer from the river for some hundreds of feet and made progress with loads almost impossible. Leaving two of his three Gurkhas in camp, Dr. Marshall then started with one Gurkha and five natives, and attempted to advance over a hill 1,500 feet high, covered with dense jungle and dead and fallen trees.

VIEW OF THE SEA.

"Fullman (the Gurkha) and I," says Dr. Marshall, "went ahead, cutting a path which the grumbling natives evinced every desire to desert but were afraid to do so. It was a very stiff climb, but about half-way up I obtained a good view of the sea and coast—the first for six months. It was good to get a glimpse of the horizon again after six months' imprisonment in this deadly jungle. It now began to pour as it only can in this country, and we had to find a spot where we could descend by means of tree trunks, and six hours after the start, sliding, and stumbling—in fact, doing everything but pitch down head foremost—again struck the river."

On the following morning Dr. Marshall again started off with two natives to see what lay ahead, and, alternately wading and cutting through the jungle, reached the valley for two miles. The natives were very loth to proceed, declaring that this was the country of "the little men." On this march the explorer was saved from being precipitated into the deep and rapid torrent by a native, who snatched him out of danger just as he was being swept off his feet.

On the following day, when six miles up the mountains and seven days from camp, he was deserted. "Here I am, absolutely alone," writes Dr. Marshall, "the first white man to penetrate this district. My natives have deserted, and I have sent my one Gurkha back to the last camp while I remain on guard. All the available food is four pounds of rice and two tins of condensed milk, and I have given the Gurkha my gun, retaining only my pistol."

HOPING FOR THE BEST.

Later the two Gurkhas from the previous camp arrived and informed Dr. Marshall that all the natives had deserted. Continuing, Dr. Marshall says:—

"We are now landed with the difficulty of transporting our baggage, but the two Gurkhas and myself must make it. I take three loads of baggage to the next camp, carrying about the same weight. The day's march was a terrible one; every inch of the road had to be cut through jungle, and, after a journey of eight hours, with three brief halts, camp was pitched."

On the following day, Dr. Marshall, finding that the natives, in order to cut off his retreat, had taken away his canoe, arranged to build a raft with which to negotiate the narrow rapids, but meanwhile the river was rising at the rate of eight inches an hour, and the torrent was rushing down within a foot of the banks. "In a space of two minutes," continues Dr. Marshall, "the river rose to the top of the highest part of the bank, coming down in a great wall, and at nearly twenty miles an hour; trees torn up by the roots flew past, and the great waves carried everything before them."

Finding it impossible to proceed by means of a raft, Dr. Marshall hid himself in the jungle, and, with a load weighing fifty to sixty pounds, started to return to camp. His Gurkhas each carrying about the same weight. The day's march was a terrible one; every inch of the road had to be cut through jungle, and, after a journey of eight hours, with three brief halts, camp was pitched."

The following day's experience was equally trying, but on June 27th some of the deserters returned with the missing canoe, and Dr. Marshall resumed his journey, and finally returned to Tipu, where he found Captain Rawling.

JUST RECEIVED AND FOR SALE for the PRESENT SEASON.  
From the AGRICULTURAL and HORTICULTURAL ASSOCIATION of LONDON.  
A selection of the best varieties of their famous and tested  
VEGETABLE and FLOWER SEEDS.

ALSO  
GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c., &c.

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NAVY BOILED

LONG FLAX

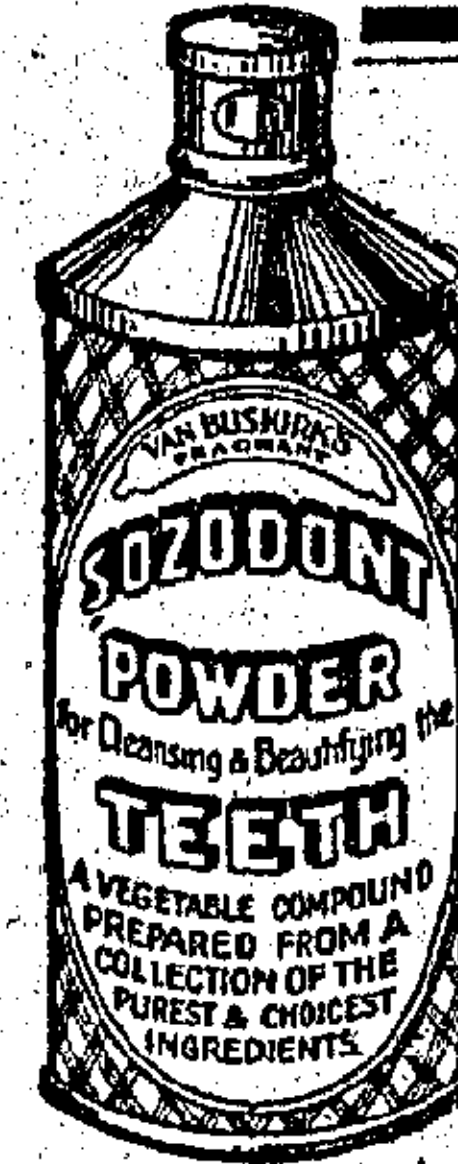
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**Sozodont**

Everyone uses a toothwash or powder. Most are not satisfied and try one after another. And still the teeth are not as white and hygienically clean as they should be.

Let them try SOZODONT.

It does what is wanted and is the most pleasant dentifrice one can use—fragrant, smooth, and antiseptic. Ask your dentist to tell you how good "Sozodont" is.

Sozodont is in three forms—powder, liquid, and paste; each equally effective. Try the powder first if most, the requirements of most people.

A MAN'S NEW STOMACH.

A cable message from America relates a most wonderful surgical operation. A man entered a hospital, with his stomach in such a bad state that death seemed certain. But the doctors removed his stomach, and replaced it by the healthy stomach of a man who had just been accidentally killed. The cable states that the operation has proved entirely successful. This story seems contrary to all natural laws. But it is a fact that thousands who have had weak or disordered stomachs have found their stomachs restored to perfect working order by taking the best and best known of all stomach and liver tonics—Mother Seigel's Syrup. This world-famed remedy is made of roots, barks and leaves which tone and strengthen weak stomachs and stimulate the action of the liver and bowels. Thus it prevents the many ailments which spring from a disordered stomach and liver, such as pains after eating, headaches, dizziness, biliousness, constipation, languor, sleeplessness, or low spirits.

Mrs. Reed, 119, York Road, London, N., in a letter dated April 5, 1910, says:—

"Three years ago my husband wasted away because he could not digest his food. I thought he was dying! At first he was a little dainty and bilious, and had pains after eating. As his stomach got weaker, his troubles grew, until he had many common signs of indigestion and biliousness."

"At nights he slept badly. He would rise tired, with a furred tongue and no appetite for breakfast. Then his stomach would sometimes reject the little food he ate. He had very bad headaches, too. After he had endured a year of such ill-health, I was advised to give my husband Mother Seigel's Syrup."

"Altogether, I think, three bottles of Mother Seigel's Syrup cured him. It restored his appetite, and enabled him to digest his food. His strength returned, he could do his work and sleep at night, and he is still in splendid health."

Mother Seigel's Syrup will renew a weak and disordered stomach. Test it to-day!

[67-10]

**NAPIER JOHNSTONES'**  
"SQUARE BOTTLE"

WHISKY.



SOLE AGENTS IN HONGKONG:  
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and from ALL WINE MERCHANTS. [46]

**MITSU BISHI GOSHI KWAISHA.**

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMU, OCHI, MUTABE, HOJO, KANADA, NAMAZUTA, SATO, SHINNEW and KAMITAMADA.

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Cable addresses for above, "IWASAKI," Codes, AT, ABC, GH, ED, Western Union.

AGENCIES—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. CHANGING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [674]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. BUTTERFIELD & SWIRE to sell by Public Auction.

On THURSDAY, the 8th December, 1910, at 11 A.M., at The China Navigation Co's Godown, West Point, A QUANTITY OF UNCLAIMED GOODS.

Comprising—IRON, PAPEL, BEANS, BECHE, DE MER, MEDICINES, SANDALWOOD, BEANCURD, CEMENT, &c., &c., &c. Terms—As Usual.

HUGHES & HOUGH, Auctioneers.  
Hongkong, 1st December, 1910. [1338]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
With Which is Incorporated THE OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS at 31st December, 1909 £19,875,357.

I. Authorized Capital £5,000,000  
Subscribed Capital 3,275,000  
Paid-up Capital 1,250,000 0 0  
II. Fire Funds 3,438,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates. SHEWAN, TOMES & CO., Agents.

Hongkong, 19th July, 1910. [788]

DENTISTRY

DR. M. H. CHAU.  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.  
1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [1022]

SIEN TING

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [1083]

A-LING & CO.

19, QUEEN'S ROAD CENTRAL.  
FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [1184]

CHAPOTEAU'S MORRHUOL

Superior to Emulsions or Cod Liver Oil.  
Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil.  
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.  
Sold in bottles of 100 Capsules. Sold by all Chemists.

SELF CURE NO FICTITIOUS. THE NEW FRENCH REMEDY. THERAPION No. 1

is a remarkably short time, often a few days only, to cure chronic diseases, such as rheumatism, neuralgia, sciatica, etc., when medicinal treatment fails.

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Cures chronic diseases, such as rheumatism, neuralgia, sciatica, etc., when medicinal treatment fails.

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THERAPION No. 11

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Cures chronic diseases, such as rheumatism, neuralgia, sciatica, etc., when medicinal treatment fails.

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Cures chronic diseases, such as rheumatism, neuralgia, sciatica, etc., when medicinal treatment fails.















# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA	About 9th Dec.	Freight and Passenger.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 10th Dec.	See Special of Call
SHANGHAI, MOJI, KOBE, SUNDAY	Capt. Owen Jones, R.N.R.	Dec.	Freight and Passenger.
and YOKOHAMA	Capt. R. A. Peters	Dec.	Freight and Passenger.
LONDON and ANTWERP	SOMALI	About 28th Dec.	Freight and Passenger.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. A. G. Cabot, R.N.R.	Dec.	Freight and Passenger.
SHANGHAI, MOJI, KOBE, NUBIA		About 30th Dec.	Freight and Passenger.
and YOKOHAMA	Capt. F. J. Fox	Dec.	Freight and Passenger.

For Further Particulars, apply to

E. HEWETT,

Superintendent.

Hongkong, 2nd December, 1910.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION	STEAMER	TO SAIL
SHANGHAI	"ANHUI"	On 3rd Dec, 4 P.M.
MANILA	"KAIPOH"	On 6th Dec, 4 P.M.
HONGKONG	"CHITILI"	On 7th Dec, 10 A.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 17th Dec, 4 P.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

"S.S. LIN" and "S.S. SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHA" and "LIN" with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Mowat Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, 345 SINGLE and 380 RETURN.

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Hongkong, 2nd December, 1910.

BUTTERFIELD & SWIRE, AGENTS. [10]

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

**H**IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
**SWATOW. AMOY AND FOOCHOW**  
AND RETURN.

Occupying 9 to 10 Days).

STEAMSHIPS

CAPTAIN

LEAVING.

"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY,	2nd Dec., at 11 A.M.
"HAIMUN" ...	Capt. A. H. Stewart ...	TUESDAY,	6th Dec., at 11 A.M.
"HAICHING" ...	Capt. W. C. Pasmore...	FRIDAY,	9th Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blaise Pier).  
For Freight and Passage apply to—

**DOUGLAS, LAPRAIR & Co.,**  
GENERAL MANAGERS.

Hongkong 2nd December 1910.

9

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELCHERS & CO., AGENTS. [6]

Hongkong, 23rd November 1910.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 3rd Dec, Noon.
SHANGHAI VIA SWATOW	"CHOYSANG"	Monday, 5th Dec, Noon.
SHANGHAI	"KWONGSANG"	Tuesday, 6th Dec, Noon.
MANILA	"LOONGSANG"	Saturday, 9th Dec, Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wednesday, 14th Dec, Noon.
SINGAPORE, PENANG & CALCUTTA	"NANSANG"	Saturday, 17th Dec, Noon.

RETURN TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., GENERAL MANAGER [14]

Hongkong, 2nd December, 1910.

# SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

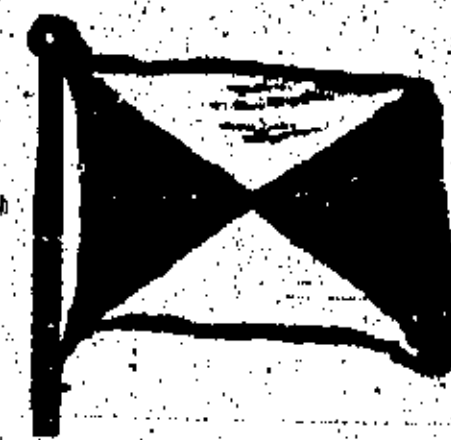
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	DATE OF SAILING.
COPENHAGEN	"PEKING"	On 6th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 2nd December.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA-AGENCIES, AKTIEBOLAG.

Hongkong, 25th November, 1910. [1085]



# PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAPIRO	4000	E. Rice	Manila, Cebu & Iloilo	On 7th Dec, 4 P.M.
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec, 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & Co. General Managers.

PHILIPPINES S.S. Co. [12]

Hongkong, 2nd December, 1910.

# HAMBURG-AMERIKA LINIE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.	STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.					
NEXT SAILINGS FROM HONGKONG:					
OUTWARD.					
FOR SHANGHAI, KOBE & YOKOHAMA:					
S.S. BRASILIA	3rd Dec.				
S.S. SCANDIA	15th Dec.				
S.S. SLAVONIA	28th Dec.				
S.S. SEGOVIA	12th Jan.				
S.S. SPEZIA	28th Jan.				
S.S. SILESIA	10th Feb.				
S.S. PREUSSEN	27th Feb.				
FOR FURTHER PARTICULARS, apply to					
HAMBURG-AMERIKA LINIE,					
Hongkong Office.					
Hongkong, 26th November 1910.					

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR	STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, MONOLULU, MANZANILLO and SALINA CRUZ (Mexico).					
S.S. HONGKONG MARU	11,000 tons gross				Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "				Feb. 18th, 1911.
S.S. BUJO MARU	10,500 "				April 19th, 1911.
For particulars apply to					
K. MATSUDA, Manager.					
TOYO KISEN KAISHA, King's Building.					
Hongkong, 26th November, 1910.					

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.	STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
(Subject to Alteration).					
TRANS-PACIFIC SERVICE.					
Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.					
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.					

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec, at Noon.
VIA SHANGHAI, MOJI, KOBE and YOKOHAMA			

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 7th Dec, at 8 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 8th Dec, at 8 A.M.
TAMSUI VIA SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 4th Dec, at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.	1st CLASS	2nd CLASS	3rd CLASS
	\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building.

S. HIROI, MANAGER [703]

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East: 15, DES VŒUX ROAD, HONGKONG.

Japan Office: 32, WHITE STREET, YOKOHAMA.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIMAH	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIKINI	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJIBODAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJIPANAS	JAVA	Second half of Dec.	JAPAN	Second half of Dec.
TJILATJAP	JAPAN	Second half of Dec.	JAVA	Second half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor. Hongkong, 1st December, 1910. Telephone No. 375. [16]

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	AKI MARU	7,000	WED'DAY, 7th Dec, at Daylight
	MISHIMA MARU	9,000	WED'DAY, 21st Dec, at Daylight
	KAWACHI MARU	7,000	TUESDAY, 27th Dec, at Noon
	SADO MARU	7,000	SATURDAY 31st Dec, from Kobe
VICTORIA, B.C. & SEATTLE	AWA MARU	7,000	TUESDAY, 6th Dec, at Noon
	INABA MARU	7,000	TUESDAY, 3rd Jan, at Noon
	YAWATA MARU	5,000	THURSDAY, 22nd Dec, at Noon
	NIKKO MARU	6,000	FRIDAY, 20th Jan, at Noon
	ATSUTA MARU	6,000	THURSDAY, 8th Dec, at 5 P.M.
KOBE and YOKOHAMA	CEYLON MARU	6,000	MONDAY, 12th Dec, at Noon
SHANGHAI, MOJI and KOBE	TOSA MARU	6,000	TUESDAY, 12th Dec, at Noon
BOMBAY via SINGAPORE, and COLOMBO	NIKKO MARU	6,000	WED'DAY, 21st Dec, at Noon

\* She will call at Genoa.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. \* Carries Deck Passengers.

# PASSENGER SEASON 1911.

To MARSEILLES and LONDON via SUEZ CANAL.				RATES OF PASSAGE.	
Steamers.	Tons.	Leave H.K.	To London, per New Steamer		
MIYASAKI MARU	9000	15th Feb.	1st Class	S	Y. 550.00
KITANO	9000	1st Mar.	"	"	R 825.00
IYO	7000	15th "	2nd Class	S	360.00
HIRANO	9000	22nd "	"	"	R 540.00
TANAGO	8000	12th April	"old str. 1st Class	S	500.00
KAMO	9000	26th "	"	R	760.00
AKI	7000	10th May	2nd Class	S	330.00
MISHIMA	9000	24th "	"	R	495.00
VICTORIA, B.C. & SEATTLE, WASH., U.S.A.					
Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.		
AWA-MARU	7000	28th Feb.	To Pacific Coast Common Points:		
INABA	7000	28th Mar.	1st Class	S	\$ 230
TAMBA	7000	25th April.	2nd Class	S	\$ 221
			To London via New York: 1st Class S \$260		
AWA	7000	23rd May.	via St. Lawrence: 1st Class S \$259		

For further information as to Freight, Passage, Sailings, etc., apply at

**T. KUSUMOTO, MANAGER.**

13-125]

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD. [573]

STEAMERS PASSED THE CANAL.	報新外中港香
November 4th—Hylon, Polyphemos, Syria, 8th—Benledi, Inverlyde, Pembroke, R. Bonin, 11th—Ambria, Atsuta Maru, Arahama, 15th—Nora, Scandia, Waka Maru, Banden, 18th—Achilles, Sileta, Alaska, 23rd—Bentley, Rich, Glenloch, Goeben, Indragadi, Nippon, Sunda, 25th—Antenor, Brigavia, Glamorgan, Hiram Maru, Pelusa, Tourane, Yorel, 29th—Beaconsfield, C. Ferd. Laeta, Cardigan, Hatachi Maru.	CHUNG NGOI SAN PO (Chinese Daily Press), PUBLISHED DAILY, is the oldest and still immovably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China, Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents. Documents translated from or into Chinese or Colloquial Chinese.



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